

TAS 3562D

T.H. 55

1.0 MI. N.W. TO 2.0 MI. S.E.
OF JCT. T.H. 25 IN BUFFALO

S.P. 8606, 8607

JULY 1968

OFFICE OF
TRANSPORTATION SYSTEM PLANNING

MINNESOTA HIGHWAY DEPARTMENT

Office Memorandum

DEPARTMENT HIGHWAY

TO : Paul G. Velz
Road Design Engineer

DATE: July 25, 1968

FROM : Leon F. Bergmann, Acting Chief
Traffic Analysis Section

SUBJECT: TH 55; 1.0 Mi. N.W. to 2.0 Mi. S.E.
of Jct. TH 25 in Buffalo
SP 8606, 8607
TAS 3562D

The Traffic Analysis Section transmits this report in response to R. T. Peterson's April 23, 1968 request for the 1995 ADT, DHV, and HCA DT for the project location shown on the map on page 2.

The estimated 1995 ADT volumes are shown on the map on page 3.

For each segment numbered on the map on page 3, the following data are tabulated on pages 4 and 5:

- Total ADT
- Vehicle Type Distribution
- Total Heavy Commercial ADT
- Total DHV Without Directional Distribution
- Directional Distribution of DHV

Segment 22, with a 1995 ADT of 5300, has the highest 1995 ADT for any section in the project. This section has a 1966 ADT of 3850 vehicles.

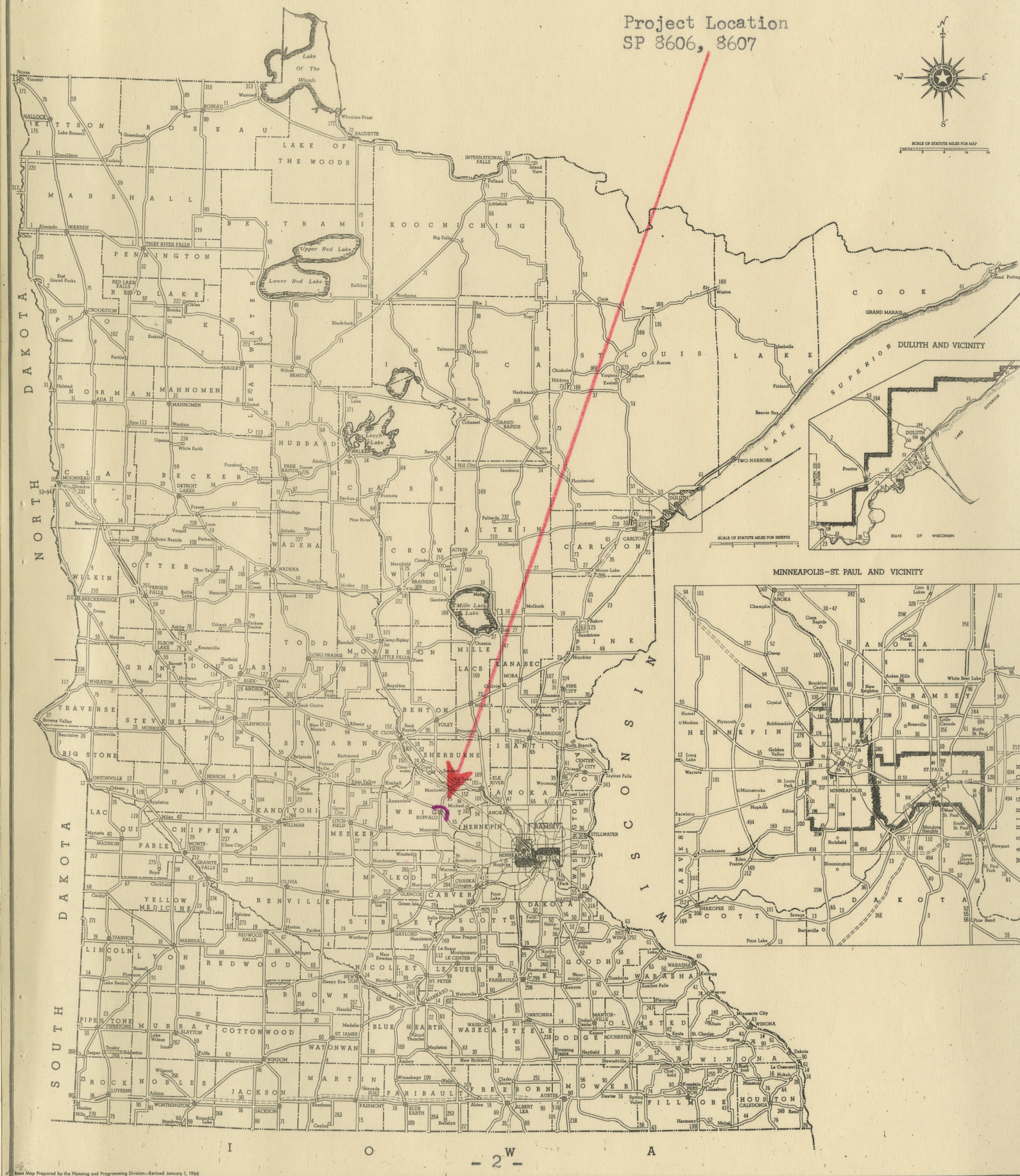
The basic data, method, and assumptions used to prepare this report are presented on page 6.

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Leon F. Bergmann

STATE OF MINNESOTA
DEPARTMENT OF HIGHWAYS
WORK MAP

Project Location
SP 8606, 8607



TRAFFIC ESTIMATE DATA

DESIGN YEAR 1995 PART 1 OF 2

FOR

T.H. 55 S.P. 8606, 8607 LENGTH 3.0 MILES
 COUNTY Wright LOCATION 1.0 Mi. N.W. to 2.0 Mi. S.E.
of Jct. TH 25 in Buffalo.

BASED ON

1995 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 11 AS
 DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3	4	5	6	7	8	9	10	11
0	4667	4649	2614	2035	2111	512	670	220	88	1237	2640
1	273	271	155	116	137	31	41	14	5	84	156
2	95	95	53	42	24	9	12	4	2	9	54
3	23	23	17	6	15	3	4	1	1	10	18
4	36	36	27	9	31	6	8	2	1	20	28
5	108	108	82	26	55	13	17	6	2	33	82
6	58	53	32	26	27	6	8	3	1	17	32
TOTAL ADT	5260	5240	2980	2260	2400	580	760	250	100	1410	3010
TOTAL H. COMM. ADT	593	591	366	225	289	68	90	30	12	173	370
TOTAL DHV	794	791	478	313	338	88	115	38	15	188	482
DIRECTIONAL DISTRIBUTION	65-35	65-35	60-40	65-35	55-45	60-40	60-40	60-40	60-40	55-45	60-40

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
 2 = SINGLE UNIT-3 AXLE TRUCKS
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 6 = BUSES AND TRUCKS WITH TRAILERS

TRAFFIC ESTIMATE DATA

DESIGN YEAR 1995 PART 2 OF 2

FOR

T.H. 55 S.P. 8606, 8607 LENGTH 3.0 MILES
 COUNTY Wright LOCATION 1.0 Mi. N.W. to 2.0 Mi. S.E.
of Jct. TH 25 in Buffalo

BASED ON

1995 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 12 THROUGH 22 AS
 DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	12	13	14	15	16	17	18	19	20	21	22
0	1386	1299	764	1013	609	2456	1828	2102	2328	2356	4634
1	80	69	41	54	32	146	106	122	139	137	276
2	27	18	11	14	8	51	36	41	48	46	94
3	7	3	2	2	1	18	8	8	18	8	26
4	12	4	2	3	2	27	13	13	27	14	41
5	30	10	6	8	5	81	35	37	80	39	119
6	18	7	4	6	3	31	24	27	30	30	60
TOTAL ADT	1560	1410	830	1100	660	2810	2050	2350	2670	2630	5300
TOTAL H. COMM. ADT	174	111	66	87	51	354	222	248	342	274	616
TOTAL DHV	186	199	117	155	93	450	245	285	427	324	751
DIRECTIONAL DISTRIBUTION	65-35	55-45	55-45	55-45	55-45	60-40	65-35	65-35	60-40	65-35	65-35

* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS
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 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES
 6 = BUSES AND TRUCKS WITH TRAILERS

BASIC DATA, METHOD, AND ASSUMPTIONS

Allowing for the differences in geometrics and design year, the 1995 volumes in this report are consistent with the 1990 volumes in TAS 3562B transmitted March 14, 1967, for TH 55 on its present alignment at Buffalo. In both of these reports the estimated future ADT, DHV, and HCADT for TH 55 southeast of Buffalo are consistently related to attendant System 14 volumes for TH 55, on the west cordon line which is about 9 miles east of the project on the west Hennepin County line, and consequently reflect all diversions to a completed Interstate System.

The external point 1990 ADT, vehicle types, and DHV in the previous report were increased to 1995. Then the alignment plan sheet, showing detailed culture between existing and proposed TH 55, was studied together with the 1995 volumes for the intersecting routes north of TH 55. This study produced the 1995 ADT by vehicle type and the DHV currently presented for external points. These 1995 volumes were used together with the expected 1995 Buffalo population and the ratio of locally generated trips to population correlated from the 1966 Statewide O-D to determine the number of trips expected to move between Buffalo and each external point and from each external point to all other external points. These trip movements were distributed by travel time advantage to the existing and proposed structures on the page 3 map to produce the 1995 ADT by vehicle type and the DHV in this report.